

## Response

T10 - Marvin Nordhagen  
(Cont.)

### DOT/NORTH/SOUTH FREEWAY

1 I want to speak specifically to route  
2 concerns. And basically I feel that the Market/Greene  
3 corridor has a lot of advantages over the Havana corridor.

4 Nothing's been said in this meeting about how  
5 that's to be built, and I don't know if most of you  
6 realize that the piggyback over existing right of way  
7 past the college and through that area, so it's not  
8 disrupting a lot of houses there.

9 You've got basically a level grade corridor  
10 all the way up to the railroad right of way that is  
11 mostly vacated at this point. To me that's a tremendous  
12 advantage over going over a rock mountain which is east  
13 of the golf course.

14 And then I favor the south route on the north  
15 end because it brings the freeway much closer to the  
16 arterials so you can link with it and with the shopping  
17 districts out in that area. I also feel that the total  
18 disruption in terms of quality of life degradation  
19 through traffic noise and so forth is less on the south  
20 route.

21 This will have some immediate impact but less  
22 impact over a large area than the north route because  
23 the north route lies in somewhat of a bowl that is being  
24 developed at a rapid rate, and by the time this gets  
25 built there will be a lot more houses up there that will

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50

2

## Response

T11 - Sandy Smith

1. Comments noted.

DOT/NORTH/SOUTH FREEWAY

1 be impacted by that.

2 Any further comments that I have I'll give in

3 writing. Thank you.

4 MR. STIER: Thank you, Mr. Nordhagen.

5 Sandy Smith?

6 THE WITNESS: My name is a Sandy Smith, North

7 7023 Standard, Spokane.

8 And I always get very frustrated when this

9 topic of funding for these types of projects come up.

10 And I don't frankly know exactly what the right answer is

11 as far as our transportation problems in this city. If

12 it's the freeway or beltway or mass transportation.

13 I do feel that it's high time that this side

14 of the mountains, and especially Spokane, received our

15 fair share of our tax dollars in funding of anything that

16 we need to do in eliminating our transportation problems.

17 It always seems that the west side of the

18 state always seems to receive the most funding and we go

19 without. And if it means that this city and the city

20 officials and the people of this city need to do

21 something as far as lobbying for these kind of funds,

22 then so be it.

23 But I think it's high time that we start

24 receiving our fair share of our tax dollars for our

25 transportation needs. Thank you.

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51

2

T11

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## Response

T12 - John Monteith

1. Comments noted.
2. See Beltway/Bypass section of FEIS.

DOT/NORTH/SOUTH FREEWAY

1 MR. STIER: Thank you, Mrs. Smith.  
2 Tom D. McLaughlin?  
3 Moving on.  
4 Monteith  
John Monteith?  
5 THE WITNESS: My name is John Monteith, and I  
6 live at 5715 West Dorothy Court, Spokane.  
7 I've done a lot of traveling over the  
8 country, like several of the other commenters have done.  
9 And I'm new to Spokane. This is my third year of living  
10 here.  
11 But the thing that impresses me the most  
12 about what Spokane seems to be doing with their traffic  
13 pattern is that everything heads north and south and  
14 basically everything seems to head to the center of  
15 town and then gets split out somewhere or another.  
16 If I want to go west to Seattle I have to go  
17 all the way down to the center of town from up north and  
18 then make a right turn and go west to Seattle. If I want  
19 to go east to Montana or Idaho, again, I have to go  
20 south to the center of town and go make a left and go  
21 east.  
22 This plan is doing the same thing. It's  
23 concentrating all of your traffic right down in the  
24 center of town, which also increases all of your carbon  
25 monoxide problems. And many of the places that I have

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52

T12

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2

## Response

T12 - John Monteith (Cont.)

3. Traffic projections show that traffic volumes will grow to exceed the capacity of the existing north-south arterial in the year 2010 and 2020.

4. It is not the intent of this study to propose that a single facility or plan would relieve all congestion in North Spokane County. The 1985 Transportation Plan Update published by Spokane Regional Council addressed needs for a new freeway and additional capacity improvements such as a Beltway/Bypass. To include proposals that address all regional transportation deficiencies is outside the scope of this study.

### DOT/NORTH/SOUTH FREEWAY

1 been to they have a bypass, beltway, whatever you want to  
2 call it, that gets around the center part of town. And I  
3 think you're really missing the bet by not considering  
4 some kind of a beltway or bypass that takes all of your  
5 thru traffic away from the center of your town and gets  
6 it out of the way real easy and keeps away all your  
7 carbon monoxide and all the other traffic, noise and all  
8 that kind of stuff.

9 You have plenty of -- It seems to me like  
10 there are plenty of roads in town that can handle moving  
11 stuff around through the town, but it's the traffic that  
12 doesn't stop in Spokane that's coming south from Canada  
13 that is going east or west, in particular, and even some  
14 of the stuff that wants to go south, it would be a lot  
15 faster and easier if there were a beltway. And they  
16 really work, just like the other person up here said.

17 I've driven on quite a few of them in the  
18 midwest and the east, and they really do work. And it  
19 sounds like it's a little late to consider that from the  
20 way the plans seem to be going, but I think that the  
21 plans that you've got going here is just going to be a  
22 bandaaid and you're going to really have a problem out  
23 there in the future, that you're going to have to some  
24 day build a beltway anyway because of the traffic  
25 problem.

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53

## Response

### T13 - Roy Eickmeyer

1. Noise readings were taken in the study area and noise walls were recommended in selected areas. Cost analysis and the overall difference of noise level mitigation is a criteria for height of wall selection. See the Noise section in Chapter 4 of the DEIS..

DOT/NORTH/SOUTH FREEWAY

1 MR. STIER: Thank you, Mr. Monteith  
2 Eickmeyer  
3 Roy Eickmeyer? Eickmeyer  
4 THE WITNESS: Roy Eickmeyer, 6420 North Smith  
5 Street, Spokane, Washington.  
6 I've been born and raised here. Lived here  
7 all my life. We ran a marina, here, you know, 30 years  
8 in Spokane, so we're in business and so familiar with  
9 business and with also traffic in the Spokane area.  
10 We're also familiar with the Seattle area.  
11 We've done a lot of traveling as far as commerce and so  
12 forth in Seattle. I have seen Seattle going through a  
13 fiasco, and both my brothers live in Seattle. And I've  
14 never seen very few freeways<sup>systems</sup> in this state that really  
15 address noise pollution and some of the other pollutions  
16 to the extent here.  
17 And the Seattle area especially has some  
18 major noise problems with the freeway system. And the  
19 noise walls and so forth that are being constructed in  
20 most of the state right now are not really taking  
21 advantage of the new technologies that are out there  
22 right now.  
23 California has done a lot of extensive work  
24 with green walls. They're cheaper, two or three dollars  
25 a foot, and they take care of noise real well. And the  
26 noise studies that I've seen in Bellevue, <sup>for instance</sup> in Bellevue

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T13

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## Response

T13 - Roy Eickmeyer (Cont.)

2. See Beltway/Bypass section of the FEIS.

### DOT/NORTH/SOUTH FREEWAY

1 Heights, there's some major problems over there, and the  
2 state is very reluctant to take care of those problems.

3 And I feel that this north side freeway <sup>which</sup>  
4 is eventually going to have to be here because of the  
5 commerce need.

6 I think the beltway is a good idea. It would  
7 address several problems associated with industry in this  
8 area because industry wants a freeway near it, and if we  
9 want industry to come in here -- They're going to be  
10 building outside the city and they're going to want land  
11 and they're going to want transportation.

12 And I think going through the center of the  
13 city like they're building this freeway isn't going to  
14 create nothing but pollution and noise problems. And  
15 it's a lot of money to put up noise walls. And the  
16 state, like I said, they're lucky to <sup>do the job they need to</sup> ~~(inaudible)~~ be  
17 down to ~~six, seven (inaudible)~~ <sup>the 67 db level.</sup>. So in most cases like  
18 this one I see they're going to try and get away with a  
19 seven, it looks like, from where I seen, because it's  
20 commercial on both sides in some cases.

21 So I feel that if the noise walls are  
22 constructed properly, if they do go ahead with this, it  
23 will be advisable to look into some really good noise  
24 wall construction. Thank you.

25 MR. STIER: Thank you, Mr. <sup>Eickmeyer</sup> ~~Eickmeyer~~.

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55

## Response

### T14 - Duane Pangborne

1. Hazardous waste remediation is addressed as within the Market Green alternative. See Chapter 4, Hazardous Waste Section in the FEIS for additional information.

DOT/NORTH/SOUTH FREEWAY

1 Duane  
2 Borien Pangborne.

3 THE WITNESS: Yeah. Duane Pangborne. That's  
4 my name. I live at 7420 North Yale Street, Spokane.  
5 When you guys decided to go through Maple  
6 Street corridor I moved. Now I'm just right between your  
7 two freeways.  
8 I've got some moose, I've got deer and I've  
9 got pheasants in my backyard. You guys want 1.6 acres of  
10 mine on Havana Street.  
11 I think the railroad, if you're going to  
12 build a freeway clear to the east of town, which is kind  
13 of amazing to me because who's going to take the freeway  
14 clear to the east side of town to go to the west side?  
15 Now, the railroad has the Super Fund  
16 Cleanup, as I understand. We're all going to pay for  
17 that. We're all going to pay for the freeway. Why don't  
18 we kill two birds with one stone and clean it up and run  
19 it by the railroad?  
20 I was in Hazmat training, and we'd lose more  
21 oil the on highways than the Exxon Valdez spill. So I think the  
22 railroad's messed up anyway, so let's go to the railroad  
23 if we have to go to the east side of town. Thank you.  
24 MR. STIER: Thank you, Mr. Pangborne.  
25 And Diane Lorianana.  
THE WITNESS: Good evening. I'm Diane

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56

T14

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## Response

T15 - Diane Loriana

1. See response to Ms. Loriana's letter in written comments section of FEIS (Comment C-8 Appendix L).

### DOT/NORTH/SOUTH FREEWAY

Loriana, 10509 North Middleton Drive, zip code, 99218.

I live close to the intersection of Hawthorne and Division. I currently travel seven hundred miles a week through Spokane County to get to my various job sites.

In the presentation that you had tonight you mentioned that a major rationale for the north/south freeway is that you need to connect the Valley to the north side of Spokane.

What I hear from the audience is that on the north side of Spokane you have too much commercial traffic going through town to get to the north side and beyond. So my question is, you briefly showed that there was an Argonne corridor considered and I'd like to know why that isn't expanded? Why we haven't seen that in the plan tonight?

When I go to the Valley I take Stoneman Canyon to Bruce<sup>Road</sup> to Argonne. I do not go south through the county. It's faster to go that way.

When I travel north of Wandermere Bridge, yes, there are commercial trucks out there. Currently it is a two-lane highway that I travel on. Some of it may be considered dangerous, but if there were two lanes going in each direction a lot of that traffic would be alleviated.

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57

T15

1